

Aug 17th, 2005
MCA-MDT Technical Committee Meeting

Bob Warren opened the meeting with introductions.

NEW BUSINESS FROM MDT

1. **Emergency Project.** There will be an emergency project due to the fires on I-90 near Alberton, in the Missoula District. The letting will be in about two weeks.
2. **Flashing Flagger Signs 715.05.** Signals on some of the W20-7a signs are not visible for an adequate distance. The current specification is very detailed (example 115/120 V.A.C. current, 116 watt bulb etc.) in an effort to ensure the signals are visible for a proper distance. Many of the current signals do not meet that specification. MDT would like to work with the traffic control groups to develop an end result specification that provides the necessary safety to the traveling public and highway workers. [This will be added to the traffic control task force meeting discussed in agenda item #7 below]
3. **Noxious Weeds.** A noxious weed special provision will be included in many projects starting with the September letting. Initially this will be paid under force account with a Noxious Weed Control bid item. MDT anticipates several refinements to this specification as we get experience with it.

AGENDA ITEMS

1. **MDT “Contractors System” Web Page.** The MDT web pages will be changing effective August 21st. The information is the same just in a slightly different format.
2. **QPL.** The QPL web site started up in June and items can be submitted to be on the list. The process is explained on the MDT web site under “Contractors System”.
3. **Forms 406 & 407.** Trinity Highway Safety explained the problems they have with certifications from their suppliers, stating that there may be additional costs and time delays to obtain the necessary information. MDT reiterated that the state construction program is dependant on federal funding, and Buy America is a requirement mandated by congress.
4. **Bid Express.** Bid Express is up and running and MDT reminded MCA that the paper bids will control if both paper and electronic bids are submitted (at MCA’s request).
5. **Letting Schedule.** The Highway Bill, SAFETEA-LU, has been signed and will be a boost to the construction program in the long run. It will take several months for the federal money to become available.
6. **Traffic Control (Units vs Lump Sum).** MCA advised that their interpretation of the new highway bill is that lump sum may not be allowed for traffic control. MDT will continue to use lump sum on a limited basis for well-defined projects following the last guidance.
7. **Traffic Control Rate Schedule.** MDT sent out a proposed change in the rate schedule with justification in May. MCA has twice asked for time extensions to comment and has not provided any comments or suggestions. It was agreed that a Traffic Control Task Force Committee meeting was needed to address several items. The meeting will be scheduled in the very near future.
8. **Erosion Control.** The erosion control rate committee will meet August 25th at 9:00 a.m. to review the rate schedule. MCA was asked to submit comments or suggestions to their representative, Pat Bibeau.

9. Utility Task Force. MDT is working on a special provision to try and use incentives and disincentives for the utility contractors, based on their proposed dates for utility relocation. MDT pointed out that it might be difficult to accomplish since we do not have a contract with the utility companies. Work on this issue will continue.

10. Protection of Property 107.10. Everyone agrees that this is a very difficult issue that needs more work and discussion. MCA stated that it is clear they are to include the cost of haul road repair in their bid under the current specification, but said it is difficult to do.

12. Payment of Estimates. MCA advised that there is non-uniformity throughout the state on payments for incentives. Payment ranges from monthly to the final estimate at the end of the project. MDT stated that the specification states payment is to be made when that bid item has been completed. If some areas have been paying monthly, that has been to the contractors benefit. MDT would be receptive to a specification change that would address some instances (such as incentives being held over the winter shutdown) but the intent of the specification is to balance out incentives and deductions when the item is completed.

13. Dates for Chip Seal. MDT and MCA both want a quality product and MDT will be receptive to changes in the contract time in the spring when chipping and striping are the only items remaining. MCA states that this is not being applied uniformly across the state. A specification change may be necessary to address this and any suggestions from MCA are welcome.

NEW BUSINESS FROM MCA

1. Crushed Cover Aggregate. MCA voiced concerns with the standard special provision for chips. The special requires Grade 4A material have 0-10 % by weight passing the No. 4 (4.75 mm) sieve. This requirement cuts production in half and doubles the cost of the material. It also has the potential to deplete pits in some areas and create reclamation problems with larger crushed fines reject piles. MDT will look at the specification and pointed out that in some instances it may be that the material is worth the added cost.

2. Pulverization. MCA would like to have the ability to use pulverized or crushed existing plant mix for traffic gravel. MDT will look into allowing this, but it will probably be on a project-by-project basis. Sequencing, ADT, base condition and other factors will need to be considered to determine when this use is acceptable

The next meeting will be **September 21st, 2005**, beginning at 8:00 a.m. at the **MCA Office**.

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